

FORTY-THREE IN 500-MILE RACE

Liberty Sweepstakes, Motor
Classic of Year to Be
Run Saturday.

GREATEST DRIVERS ENTERED

Premier Speed Demons of the
World Battle for Fame
and Rich Prizes.

INDIANAPOLIS, Ind., May 24.—With forty-three cars entered, and the possibility of one or two more being added, the entry list for the Indianapolis 500-mile Liberty Sweepstakes on the Indianapolis speedway, May 31, went over the top at closing time with one of the largest fields in speedway history, being exceeded only by the record array of 1911, with forty-six cars, and the field of 1914, with forty-five.

During the closing hours seven cars were added to the already formidable list of thirty-six previously named. At the eleventh hour Gaston Chevrolet and Joseph Boyer, Jr., came into the fold at the wheel of a pair of Frontenacs. C. W. Johnson, president of the Indianapolis Motor Speedway, nominated a jockey special to be seated by P. W. Stoen when a newcomer to racing tasks and Ray Howard, of New York City, another novice, sent his entry of the Peugeot car in which Harry Testa won the 1918 drivers' championship.

Two Premiers Entered.
The expected entry by the Indianapolis Motor speedway of two premiers and another Peugeot was materialized at the last minute, though no drivers have as yet been named for these cars, and it is not likely that a selection will be made for some time. It will take at least a couple of weeks to put the cars in shape, and the speedway management feels it will be time enough to announce drivers when the cars are ready to go on the track.

In point of sheer numbers the present speedway field would do justice to any of the great assemblies in racing history, and in point of class it surpasses any field that automobile racing has ever brought together, either in the United States or in Europe.

The advent of Gaston Chevrolet and Joe Boyer on the scene rounds out a combination of four American Frontenacs to pit against the quartet of Des Moines. This is the nucleus of the main formation of Europe's aristocracy, while the injection of Dave Lewis into the fray completes a singular combination for the Indianapolis team, also defenders of the Stars and Stripes against foreign aggression. Then there are five Peugeots in the field, two of these, however, will be ousted by Frenchmen, Gouy and Boillot, against three sons of Uncle Sam—Arthur Klein, Harry Testa, and drivers yet unnamed. Another team of five cars is the Hudson, headed by Ira Vail and Eddie Pulen, seconded by H. C. Simmons, J. M. Reynolds and Denny Hickey.

Five Leading Drivers.

The balance of the field is arrayed in pairs and individuals, with such names as DePalma, Resta, Chammagne, Cooper and Hearns as guarantee of brilliant and spectacular performance.

None is left to overlook the pair of Premier cars thrown into the breach by the Indianapolis Speedway when it became apparent that Europe would be present with a top heavy field. The Premiers were just beginning to hit their stride when the Speedway abandoned racing in 1916, displaying their true form in the closing 100-mile race on the New York speedway, when Frank Gorham at the wheel of one of the Indianapolis-made speed creations, was nosed out for first only by Johnny Aitken by a fraction of a second, and covered that century at the dizzy rate of 105.71 miles an hour. In the hands of competent and daring drivers, such as the Indianapolis speedway will be certain to select for this race, the Premiers are dangerous to the last, and any rival who is apt without warning to step out and finish fast in the forefront of the contest.

Greatest Race Expected.

Although it looks as though the Indiana Motor speedway, on May 31, would witness one of the most remarkable speed battles ever staged, the contest with greatest luster in the number of racing cars at present is the Indianapolis speed dual, which was carried on between Tomo Davis and Ralph DePalma in 1918, when this pair fought each other the entire five hundred miles and a decision was rendered only at the finish.

Drivers and Cars.

The complete list of cars and drivers is as follows:

Driver: 1—Cliff Durant, Chevrolet Special; 2—Ralph Mulford, Frontenac; 3—Tom Chammagne, Hudson; 4—Dante Resta, Hudson; 5—P. W. Stoen, Peugeot Special; 6—Eduardo Gouy, Peugeot; 7—Louis Chappelle, Frontenac; 8—Gaston Chevrolet, Frontenac; 9—Joseph Boyer, Jr., Frontenac; 10—Earl Cooper, Hudson; 11—Tom Miller, Duesenberg; 12—Eddie O'Donnell, Duesenberg; 13—Dale Lewis, Duesenberg; 14—Kurt Krike, Isotta; 15—Eddie Hearns, Hudson Special; 16—Louie Leinen, Hudson; 17—Ralph DePalma, Hudson Special; 18—H. C. Simmons, Hudson Special; 19—Ira Vail, Hudson Special; 20—Denny Hickey, Hudson Special; 21—Not Named, Hudson Special; 22—Not Named, Hudson Special; 23—Arthur Tharinian, Thurman Special; 24—Wilbur D'Aleme, Duesenberg; 25—E. L. Sherman, Morgan Special; 26—Tom Alley, Fisher Special; 27—Roscoe Earles, Oldsmobile Special; 28—Arthur Bolles, Fisher Special; 29—Andy Bolles, Fisher Special; 30—Not Named, Peugeot; 31—Rene Thomas, Peugeot; 32—Albert Guyot, Ballot; 33—Jules Babet, Ballot; 34—Louis Wagner, Ballot; 35—A. E. Clegg, Owen Special; 36—J. J. McCay, McVey Special; 37—Omar Toft, Darr Special; 38—P. W. Monahan, Jay Bee Special; 39—Not Named, Detroit Special; 40—Not Named, Special; 41—Not Named, Special; 42—Ray Howard, Peugeot; 43—J. M. Reynolds, Hudson Special.

Western League Records

	TEAM	BATTING	W	L	T	IP	H	R	BB	SO	HR	WP
Joplin	Mo.	.301	10	10	0	100	305	105	105	105	105	105
Tulsa	Mo.	.311	12	12	0	100	315	115	115	115	115	115
Tex. Leag.	Mo.	.314	14	14	0	100	325	125	125	125	125	125
St. Louis	Mo.	.317	13	13	0	100	335	135	135	135	135	135
Mem. Div.	Mo.	.318	13	13	0	100	345	145	145	145	145	145
Mo. Joseph	Mo.	.319	12	12	0	100	355	155	155	155	155	155
Wichita	Kan.	.321	11	11	0	100	365	165	165	165	165	165
Omaha	Mo.	.321	11	11	0	100	375	175	175	175	175	175
Omaha City	Mo.	.323	11	11	0	100	385	185	185	185	185	185
Mem. Div.	Mo.	.324	11	11	0	100	395	195	195	195	195	195
Wichita City	Kan.	.325	11	11	0	100	405	205	205	205	205	205
Mem. Div.	Mo.	.326	11	11	0	100	415	215	215	215	215	215
Wichita	Kan.	.327	11	11	0	100	425	225	225	225	225	225
Wichita	Kan.	.328	11	11	0	100	435	235	235	235	235	235
Wichita	Kan.	.329	11	11	0	100	445	245	245	245	245	245
Wichita	Kan.	.330	11	11	0	100	455	255	255	255	255	255
Wichita	Kan.	.331	11	11	0	100	465	265	265	265	265	265
Wichita	Kan.	.332	11	11	0	100	475	275	275	275	275	275
Wichita	Kan.	.333	11	11	0	100	485	285	285	285	285	285
Wichita	Kan.	.334	11	11	0	100	495	295	295	295	295	295
Wichita	Kan.	.335	11	11	0	100	505	305	305	305	305	305
Wichita	Kan.	.336	11	11	0	100	515	315	315	315	315	315
Wichita	Kan.	.337	11	11	0	100	525	325	325	325	325	325
Wichita	Kan.	.338	11	11	0	100	535	335	335	335	335	335
Wichita	Kan.	.339	11	11	0	100	545	345	345	345	345	345
Wichita	Kan.	.340	11	11	0	100	555	355	355	355	355	355
Wichita	Kan.	.341	11	11	0	100	565	365	365	365	365	365
Wichita	Kan.	.342	11	11	0	100	575	375	375	375	375	375
Wichita	Kan.	.343	11	11	0	100	585	385	385	385	385	385
Wichita	Kan.	.344	11	11	0	100	595	395	395	395	395	395
Wichita	Kan.	.345	11	11	0	100	605	405	405	405	405	405
Wichita	Kan.	.346	11	11	0	100	615	415	415	415	415	415
Wichita	Kan.	.347	11	11	0	100	625	425	425	425	425	425
Wichita	Kan.	.348	11	11	0	100	635	435	435	435	435	435
Wichita	Kan.	.349	11	11	0	100	645	445	445	445	445	445
Wichita	Kan.	.350	11	11	0	100	655	455	455	455	455	455
Wichita	Kan.	.351	11	11	0	100	665	465	465	465	465	465
Wichita	Kan.	.352	11	11	0	100	675	475	475	475	475	475
Wichita	Kan.	.353	11	11	0	100	685	485	485	485	485	485
Wichita	Kan.	.354	11	11	0	100	695	495	495	495	495	495
Wichita	Kan.	.355	11	11	0	100	705	505	505	505	505	505
Wichita	Kan.	.356	11	11	0	100	715	515	515	515	515	515
Wichita	Kan.	.357	11	11	0	100	725	525	525	525	525	525
Wichita	Kan.	.358	11	11	0	100	735	535	535	535	535	535
Wichita	Kan.	.359	11	11	0	100	745	545	545	545	545	545
Wichita	Kan.	.360	11	11	0	100	755	555	555	555	555	555
Wichita	Kan.	.361	11	11	0	100	765	565	565	565	565	565
Wichita	Kan.	.362	11	11	0	100	775	575	575	575	575	575
Wichita	Kan.	.363	11	11	0	100	785	585	585	585	585	585
Wichita	Kan.	.364	11	11	0	100	795	595	595	595	595	595
Wichita	Kan.	.365	11	11	0	100	805	605	605	605		